

BLISTERS ON HEAD HAIR ALL CAME OUT

Scalp Was Dry and Hard, Itched
and Kept Burning, Caused Loss
of Sleep Every Night.

HEALED BY CUTICURA SOAP AND OINTMENT

"After five months of typhoid fever my hair all came out. My scalp was dry and hard and there was an eruption of blisters on my head. My scalp itched and kept burning so that I could hardly endure it, and I had to wear a cap both day and night to keep from scratching, and it caused me loss of sleep every night."

"I spent dollar after dollar, at Cuticura Soap and Ointment and then purchased more, and after using three boxes of Cuticura Soap and Ointment with the Cuticura Soap my head was healed. I now have a fine head of hair and my scalp is clear." (Signed) Miss Erva Burleson, 38 Seneca St., Hornell, N. Y., Aug. 28, 1915.

Sample Each Free by Mail
With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.—Adv.

EXPERT SEEKING \$20,000 JOB, SAYS B. R. T.'S PRESIDENT

Charges Cederstrom With
Costing City Many Thou-
sands by Opposing Him.

GETS PROMPT DENIAL.

Wouldn't Work for B. R. T.
Under Any Circumstances,
Cederstrom Says.

The Thompson Committee to-day began to inquire why people cannot go from New York to Coney Island for a nickel. The five-cent fare is due under the provisions of the dual contract, but something seems to have postponed its operation indefinitely.

What is delaying the five-cent fare to Coney Island?

"I am not familiar enough with the dual contract to analyze it and give you the reason," said Mr. Cederstrom.

Col. Timothy S. Williams, President of the B. R. T., interjected:

"It has been evident from the beginning that it was impossible for us to agree with Mr. Cederstrom on anything fair. The reason is simple. Mr. Cederstrom told me once I want to make my services so valuable that you or some other corporation will pay me \$20,000 a year to take me away. The result has been that he has cost the city hundreds of thousands of dollars every year. We have never been able to agree with him on any figures."

Senator Thompson turned to Cederstrom, whose blue eyes were glaring into the eyes of Col. Williams standing a few feet away, and asked him if he cared to reply to Col. Williams's charge.

"In the first place," said Cederstrom, "I cannot recall having ever said such a thing as the remark he accuses me of, and I don't see how Mr. Williams could make such an accusation. I should not care to work for a railroad (addressing Williams), and your Brooklyn Rapid Transit Company is the last thing in the world I would care to be connected with. There hasn't been one proposition submitted by your company that is reasonable. I am willing to sit here and be cross-examined by you on every case in the record. Take the right of way for the subway tracks, but the cut for three blocks through Thirty-eighth Street. You claimed \$150,000 for that. I allowed \$50,000. You got \$150,000 from the Public Service Commission."

vice Commission to throw out a dishonest expert?"

"I didn't say he was dishonest," said Williams.

"You said worse than that!" exclaimed Mr. Cederstrom.

"This charge has been made," said Senator Thompson, "and this committee will take it up. I also want to find out why the B. R. T. thinks it entitled to everything it says."

COURTNEY ANNOUNCES HIS RETIREMENT

Veteran Coach of Cornell Says He
Has Directed a Crew for the
Last Time From a Launch.

POUGHKEEPSIE, N. Y., June 8.—Charles E. Courtney, coach of the Cornell University rowing crews for many years, announced to-day his retirement from active duty in that capacity.

"I have coached for the last time from a launch, and my work in the future will be, if any at all, to act in an advisory capacity," he said.

Mr. Courtney made this announcement after consulting with a physician here. His friends declare that it is a question whether he will remain in charge of the Cornell crews until the day of the Intercollegiate regatta. He has been in the Cornell launch only once since the crews have been training on the Hudson for this year's race, and on that occasion he was accompanied by a nurse and was unable to use his megaphone because of the effect on his head. He fractured his skull on Regatta Day last year and has since been under a physician's care.

WALL STREET.

Strength in railroad stocks and specialties in early part of the morning failed to arouse any public interest in market, and by end of first hour conditions were dull. Chesapeake & Ohio, Illinois Central, Ontario & Western, led by Reading, advanced over a point. United Fruit gained 2 3/4 to 169 1/2. Coppers declined. Kennecott lost 1/2. Local transactions were active and strong. Marine stocks advanced on active buying, the preferred to 98, up 2 1/2 points above the earlier low. Mexican Oil and American Smelters lost 1 1/2. Railway Spring advanced 2 points.

Market continued dull in afternoon with periods of activity in a few stocks. U. S. Smelting resumed its rise, selling at 80. Chesapeake and Ohio sold off from earlier high closed active considerable profit-taking sales.

Closing Quotations.				
With net change from previous closing.				
	High	Low	Last	Net
Alaska Gold Mines	22 1/2	22 1/2	22 1/2	0
Am. Agr. Chem.	8 1/2	8 1/2	8 1/2	0
Am. Car & Found.	97 1/2	97 1/2	97 1/2	0
Am. Coal Fields	101 1/2	101 1/2	101 1/2	0
Am. H. & L.	10 1/2	10 1/2	10 1/2	0
Am. Ice Co.	25 1/2	25 1/2	25 1/2	0
Am. Lumber	7 1/2	7 1/2	7 1/2	0
Am. M. & E.	48 1/2	48 1/2	48 1/2	0
Am. M. & P.	10 1/2	10 1/2	10 1/2	0
Am. M. & S.	10 1/2	10 1/2	10 1/2	0
Am. M. & T.	10 1/2	10 1/2	10 1/2	0
Am. M. & W.	10 1/2	10 1/2	10 1/2	0
Am. M. & X.	10 1/2	10 1/2	10 1/2	0
Am. M. & Y.	10 1/2	10 1/2	10 1/2	0
Am. M. & Z.	10 1/2	10 1/2	10 1/2	0
Am. M. & A.	10 1/2	10 1/2	10 1/2	0
Am. M. & B.	10 1/2	10 1/2	10 1/2	0
Am. M. & C.	10 1/2	10 1/2	10 1/2	0
Am. M. & D.	10 1/2	10 1/2	10 1/2	0
Am. M. & E.	10 1/2	10 1/2	10 1/2	0
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Am. M. & G.	10 1/2	10 1/2	10 1/2	0
Am. M. & H.	10 1/2	10 1/2	10 1/2	0
Am. M. & I.	10 1/2	10 1/2	10 1/2	0
Am. M. & J.	10 1/2	10 1/2	10 1/2	0
Am. M. & K.	10 1/2	10 1/2	10 1/2	0
Am. M. & L.	10 1/2	10 1/2	10 1/2	0
Am. M. & M.	10 1/2	10 1/2	10 1/2	0
Am. M. & N.	10 1/2	10 1/2	10 1/2	0
Am. M. & O.	10 1/2	10 1/2	10 1/2	0
Am. M. & P.	10 1/2	10 1/2	10 1/2	0
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